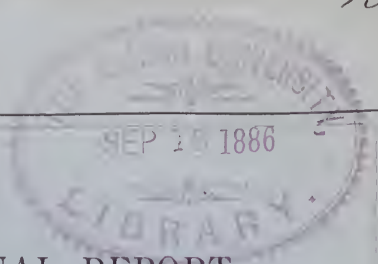


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THIRTIETH ANNUAL REPORT

OF THE

BOARD OF DIRECTORS

OF THE

Lehigh Valley Railroad Company

TO THE

STOCKHOLDERS.

JANUARY 20TH, 1885.

PHILADELPHIA:

ALLEN, LANE & SCOTT'S PRINTING HOUSE,
Nos. 229-231 South Fifth Street.

1885.

THIRTIETH ANNUAL REPORT

OF THE

BOARD OF DIRECTORS

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1885.

OFFICERS
OF THE
Lehigh Valley Railroad Company.

JANUARY 20TH, 1885.

PRESIDENT,

ELISHA P. WILBUR.

VICE-PRESIDENT,

CHARLES HARTSHORNE.

TREASURER,

WM. C. ALDERSON.

SECRETARY,

JOHN R. FANSHAW.

GENERAL SUPERINTENDENT,

H. STANLEY GOODWIN.

DIRECTORS:

CHARLES HARTSHORNE,
WILLIAM L. CONYNGHAM,
ARIO PARDEE,
WILLIAM A. INGHAM,
GEORGE B. MARKLE,
ROBERT H. SAYRE,

JAMES I. BLAKSLEE,
JOSEPH PATTERSON,
GARRETT B. LINDERMAN,
JOHN R. FELL,
ROBERT A. LAMBERTON,
JOHN B. GARRETT.

ANNUAL REPORT

OF THE

Lehigh Valley Railroad Company.

JANUARY 20th, 1885.

The total coal tonnage for the fiscal year ending November 29th, 1884, was as follows:—

Anthracite,	6,008,999 tons.
Bituminous,	59,968 tons.
Total,	6,068,967 tons.

The coal tonnage for each of the past five years was:—

For 1880,	4,672,724 tons.
" 1881,	5,870,701 tons.
" 1882,	6,336,141 tons.
" 1883,	6,592,646 tons.
" 1884, as above,	6,068,967 tons.

Our income from all sources, including interest received from investments, &c., amounted to . . .	\$10,186,351 28
Operating expenses of the road,	5,246,072 79
Leaving,	\$4,940,278 49

Against which there has been charged:—

Interest on bonds (including interest and dividends on guaranteed bonds and stocks),	\$2,057,207 50
DIVIDENDS:—On preferred and common stocks (including interest on scrip),	2,372,242 16
General expenses, interest on floating debt, Pennsylvania and New Jersey State taxes, loss on Morris Canal, &c.,	473,355 05
	<u>4,902,804 71</u>
Balance to be carried to the credit of the Profit and Loss account,	\$37,473 78

Our capital account at the close of the fiscal year was as follows:—

Preferred stock,	\$106,300	
Common stock, (including scrip not yet fully paid,) . . .	32,848,620	
		<hr/>
First mortgage, six per cent. bonds (coupon and registered) due in 1898,		\$32,954,920
Second mortgage, seven per cent. bonds, registered, due in 1910,		5,000,000
Consolidated mortgage, six per cent. bonds, due in 1923, except sterling and annuity bonds:—		6,000,000
Sterling,	\$3,686,000	
Coupon,	1,829,000	
Registered,	7,319,000	
Annuity,	852,000	
		<hr/>
Floating debt, less cash on hand,	none.	13,686,000
		<hr/>
		\$57,640,920

Of the additional issue of common stock referred to in our last report as allotted to the stockholders 493 $\frac{2}{5}$ shares remained untaken.

One hundred and seventy-nine of the sterling bonds were drawn, payable December 1st, 1884, leaving \$3,507,000 bearing interest from that date.

The efforts to place the Southern Central Railroad of New York in the best possible condition to accommodate the business passing over it have been continued, and steel rails have been laid for a distance of sixty miles; some of the bridges have been rebuilt and considerable improvements have been made in the road-bed. A great proportion of the amount needed for this has been advanced by us.

The relaying of the Geneva, Ithaca and Sayre Railroad with steel rails is about completed, and in payment of the indebtedness thus created and for other advances, we have bought from that company \$542,000 of their six per cent. bonds, issued under a mortgage recently executed.

The further prosecution of the work on the tunnel now building at Vosburg, the extension of the double track, and the erection of a new and commodious station at Wilkesbarre, with other improvements, have caused the Pennsylvania and New York Canal and Railroad Company to make large expenditures—the money for which has been furnished by us. To refund this and for other amounts heretofore charged against them, and in order to simplify our ac-

counts for car service, we have purchased from that company their coal and freight cars for \$1,230,175.61.

For the purpose of supplying bituminous coal and coke for consumption along our lines, The Lehigh Valley Coal Company during the year purchased the Snow Shoe lands (about 45,000 acres) near Bellefonte, Pa., upon which there are very valuable veins of that character of coal. They have also bought the Spring Mountain anthracite coal lands, which were previously held under lease. For these and other purposes we have advanced that company the sum of \$1,490,210.59.

Our improvements at Buffalo have been actively forwarded during the past year, the expenditures on these accounts amounting to \$1,231,879.54.

We are now running freight trains over our railroad on Scott street of that city, to the station on our property at the corner of Washington street. Work on the Tiffit farm has so far progressed that arrangements are now being made for renting wharf facilities on the part already completed.

The "Boat Loan" issued by the Morris Canal and Banking Company guaranteed by us under the lease, and amounting to \$220,000, will fall due October 1st, next. To provide for the payment of this loan there were reserved \$220,000 of the first mortgage bonds of that company.

It is our sad duty to record the death, on February 1st last, of the then President of the Company, the Hon. Harry E. Packer. We can but regret, that by his death at so early an age, we are deprived of his further usefulness.

As a testimonial of their regard, the Board of Directors ordered the following to be entered upon their minutes:—

"For the second time in the history of this Company we are called upon to note the death of its chief executive officer. Our President, the Hon. Harry E. Packer, departed this life at his residence at Mauch Chunk, early in the morning of the 1st inst. The sad family record of the death of the father in May, 1879; of the mother in November, 1882; of the only brother in February, 1883; and now of the last surviving direct male representative, calls for the expression of our deepest sympathies.

"Necessarily intimately associated with the Company's affairs from his earliest years, by reason of his father's large interest and influ-

ence, he learned and thoroughly understood the policy under which the Company has successfully grown and matured. The first active duties assigned Mr. Packer were as Superintendent of the Easton and Amboy Railroad, now constituting our New Jersey Division.

"He became a Director November 12th, 1878; Vice-President January 18th, 1881, and continued in the latter position until January 16th, 1883, when he was elected to the Presidency. Mr. Packer has been President of the Lehigh Valley Coal Company since his father's death, and has from that time had the control and direction of all our coal mining interests.

"His kindly heart, his open-handed generosity, and his excellent judgment were well known, and he dies regretted by his many friends and associates.

"It is with sorrow that we mourn his untimely death, and place upon record this slight tribute to his memory."

Elisha P. Wilbur was elected President, to succeed Mr. Packer, and John B. Garrett was elected a Director, in place of Mr. Wilbur.

For additional details and information, attention is directed to the Reports of the General Superintendent, of the President and of the General Superintendent of the Pennsylvania and New York Canal and Railroad Company, and of the General Superintendent of the Lehigh Valley Coal Company, herewith published.

By Order of the Board.

ELISHA P. WILBUR,
President.

ANNUAL REPORT
OF THE
GENERAL SUPERINTENDENT
OF THE
Lehigh Valley Railroad Company,
For the Fiscal Year ending November 30th, 1884.

BETHLEHEM, PA., November 30th, 1884.

E. P. Wilbur, Esq., President.

DEAR SIR:—The following report of the operations of the Lehigh Valley Railroad for the fiscal year ending November 30th, 1884, is respectfully submitted:—

The total amount of anthracite coal transported over the main line and branches for the year was 6,008,999.03 tons, a decrease compared with the previous year of 518,913.03 tons, or 7.95 per cent.

TONS OF ANTHRACITE COAL CARRIED ONE MILE.

REGION.	1883.	1884.	INCREASE AND Decrease.
Wyoming,	42,089,639.18	35,009,431.15	7,080,208.03
Hazleton,	73,237,489.02	58,497,460.19	14,740,028.03
Beaver Meadow,	12,546,204.01	16,145,928.05	3,599,724.04
Mahanoy,	57,146,489.08	56,444,374.03	702,115.05
Total above Mauch Chunk,	185,019,822.09	166,097,195.02	18,922,627.07
" below " " "	339,438,077.01	306,925,437.18	32,512,639.03
Grand total,	524,457,899.10	473,022,633.00	51,435,266.10

The number of tons of anthracite coal carried one mile was 9.81 per cent. less than in 1883.

During the year the coal trade was suspended for one hundred and four (104) working days.

The total amount of miscellaneous freight transported over the main line and branches for the year was 2,606,828.30 tons, a decrease from the previous year of 516,418.71 tons, or 16.53 per cent.

Tons of miscellaneous freight carried one mile, 164,694,502.59, a decrease from the previous year of 14,867,921.07 tons, or 8.28 per cent.

The total number of passengers transported for the year was 2,259,066½, an increase over the previous year of 324,060½, or 16.75 per cent.

Passengers transported one mile, 35,294,518, an increase over the previous year of 10.98 per cent.

The total road receipts and expenses for the year were as follows:—

FROM TRANSPORTATION OF	GROSS RECEIPTS.	EXPENSES.	NET RECEIPTS.
Coal,	\$6,295,282 32	\$3,287,281 44	\$3,008,000 88
Freight,	1,763,428 58	1,302,669 67	460,758 91
Passenger, Express, and Mail,	889,496 25	656,121 68	233,374 57
Totals,	\$8,948,207 15	\$5,246,072 79	\$3,702,134 36
Decrease from previous year,	\$1,269,942 71	\$929,583 37	\$340,359 34
Decrease per cent.,	12.43	15.05	8.42

BRIDGES, CULVERTS, &C.

The new iron bridges over Saucon creek at Freemansburg, and over the Lehigh river at Onoko, in progress at last report, have been completed.

Stone abutments have been built for an overhead bridge at the plank road crossing near Mill creek, heretofore a dangerous crossing at grade, and an iron superstructure is now in process of erection. The approaches to this bridge are provided by the township.

A new double-track iron bridge is in process of erection over Hazle creek, on Hazleton Division, replacing the old iron bridge, which was overtaxed.

BUILDINGS.

Among the buildings which have been erected during the year the following may be noted:—

New station houses at Hillsboro, Redington, Laury's, Mud Run and Mill Creek.

At the lower end of Packerton yard the first new engine house is nearly ready for occupancy, and in connection with this have been built a brick chimney, a boiler house for heating apparatus, a sand house and an oil house, all of stone. Also a new water tank with two cranes, and a coal platform.

The new station house at Wilkesbarre has been completed, and was first occupied on November 17th, 1884.

Sixteen blocks of houses of two tenements each were built at Delano.

All bridges, buildings, water stations, and other structures have been kept in good repair, and all necessary renewals made.

TELEGRAPH.

We have now wires in use as follows:—

Telegraph wires,	832.6 miles.
Telephone wires,	45.4 "
Signal wires,	12.7 "

A new line of poles and wire has been built from Flemington Junction to Flemington, 2 miles.

A new line of poles was built during the year to replace the old one from Delano to Black Creek Junction, 18 miles.

EQUIPMENT.

Our locomotive equipment has been increased during the year by ten engines, built at our own shops, as follows:—

At South Easton,	1
At Wilkesbarre,	1
At Weatherly,	3
At Hazleton,	5

We have increased our stock of cars as follows:—

BUILT AT OUR OWN SHOPS.

Passenger cars,	1
Baggage, mail, express, and combination cars,	5
Second-class coaches,	2
Gravel train flat cars,	10
Dirt cars,	40
Wreck and tool cars,	7
Gravel train cabooses,	3
Four-wheeled lime cars,	2
“ “ caboose cars,	8
Eight “ supply cars,	3
“ “ gondola cars,	270
“ “ house cars,	302
Coal cars, rated as four-wheeled,	553

PURCHASED DURING THE YEAR.

Passenger cars,	10
Coal cars, rated as four-wheeled,	1000

We have also purchased from the Pennsylvania and New York Canal and Railroad Company:—

Eight-wheeled stock cars,	10
“ platform cars,	56
“ gondola cars,	207
“ house cars,	631
Coal cars, rated as four-wheeled,	5,732

To replace cars worn out and broken up we have built cars in addition to the above, as follows:—

Coal cars, rated as four-wheeled,	239
Eight-wheeled house cars,	10
“ flat cars,	26
“ gondola cars,	24
Six-wheeled iron cars,	4
Four-wheeled caboose cars,	2
“ lime cars,	5
“ dump cars,	36

We have also built two hundred and sixty-five mine cars for the Lehigh Valley Coal Company.

There were cast at our Hazleton foundry :—

3,369 wheels for mine cars ;
18,056 wheels for general use ;
61 locomotive tires.

Our equipment is now as follows :—

	ON LAST REPORT.	INCREASE.	DECREASE.	Nov. 30th, 1884.
Engines of all classes,	313	10		323
Passenger cars,	102	13		115
Pay cars,	1			1
Baggage and express cars,	49	5		54
Fruit cars,	10			10
Gravel cars,	290			290
Gravel train flat cars,		10		10
Dirt cars,		40		40
Wreck and tool cars,	37	7		44
Supply cars,	16			19
Tunnel cars,	150	3		150
Gravel train caboose cars,	6	3		9
Four-wheeled platform cars,	11			11
“ lime cars,	45	2		47
“ caboose cars,	41	8		49
Six-wheeled platform cars,	100			100
Eight-wheeled bark cars,	50			50
“ water cars,	5			5
“ stock cars,	13	10		23
“ caboose cars,	47		4	43
“ house cars,	2,625	933		3,558
“ platform cars,	366	56		422
“ gondola cars,	1,365	477		1,842
Coal cars, rated as four-wheeled,	26,378	7,284		33,662

TRACK.

MILES OF STEEL TRACK.	ON LAST REPORT.	LAID AND RE- LAID THIS YEAR	TOTAL NOW IN USE.
On New Jersey Division,	132.03	3.61	135.64
On Lehigh Division,	136.60	8.87	145.47
On Wyoming Division,	73.50	11.37	84.87
On Beaver Meadow Division,	45.36	5.09	50.45
On Hazleton Division,	56.53	8.21	64.74
On Mahanoy Division,	85.82	6.60	92.42
Totals,	529.84	43.75	573.59
On P. & N. Y. R. R., Wilkesbarre to L. & B. Junction,	22.59	2.69	25.28

There are now in use on all divisions:—

134.34 miles of single track.
 181.77 miles of double track, equivalent to
 363.54 miles of single track ; in addition to which there are
 9.95 miles of second track laid, but used as sidings, and
289.41 miles of sidings.

Total, . . 797.24 miles.

An increase during the year of 14.88 miles, caused by building branch from Flemington Junction to Flemington, extension of Slatedale Branch to Saegersville, and extension of second track and sidings.

The three coal-shipping wharves at Perth Amboy, called A, B, and C, must soon be renewed on account of the decay of their timber work and the injury of the piles under water by the teredo.

The approaches to these wharves are for a considerable distance on piles, and have been used for stocking ground, but since we have commenced to use the new stocking ground it has been decided to fill in these approaches with earth.

The filling of the approach to wharf B has been commenced, and is now in progress.

The necessary piles and timber for renewal of the wharf have been contracted for and the work of renewal commenced.

It is proposed, after completion of wharf B, to pursue the same course with wharves A and C and their approaches.

The branch from Flemington Junction to Flemington, 1.91 miles in length, originally planned as a part of the Easton and Amboy Railroad, has been constructed and was opened for use on August 4th, 1884.

No buildings have yet been erected on this branch except a frame engine-house at Flemington.

Slatedale Branch has been extended to Saegersville, a distance of 0.76 miles, for the purpose of giving an outlet to the product of the large slate quarries at that place.

The third track between Mauch Chunk and East Mauch Chunk has been completed, and the material excavated has been used in the further enlargement of Packerton yard, according to the original design.

The double-track tunnel at Rockport has been completed, and was first put in use for regular trains on November 16th, 1884.

The second track has been extended to the eastern end of the tunnel, and its continuation through the tunnel to Mud Run Station is in progress.

The Glen Summit Hotel was finished and opened for the accommodation of passengers on May 12th, 1884.

The condition of the Relief Fund is as follows:—

Balance on hand November 30, 1883,	\$6,807 11
Contributed by employés during the year,	10,108 81
Contributed by our Companies,	10,108 81
Total,	\$27,024 73
Disbursements during the year,	19,277 24
Balance on hand November 30th, 1884,	\$7,747 49

There were two calls made during the year, and the number of employés who contributed to the last call was 3218.

The thanks of the Company are due to the Division Superintendents, the heads of the various departments, and the employés of the Company generally, for their zeal and faithfulness in the discharge of the duties devolving upon them.

Respectfully submitted,

H. STANLEY GOODWIN,
General Superintendent.

REPORT

OF THE

Pennsylvania and New York

CANAL AND RAILROAD COMPANY.

OFFICERS AND DIRECTORS
OF THE
Pennsylvania and New York
CANAL AND RAILROAD COMPANY.

PRESIDENT,
ELISHA P. WILBUR.

VICE-PRESIDENT,
CHARLES HARTSHORNE.

TREASURER,
WM. C. ALDERSON.

GENERAL SUPERINTENDENT,
WILLIAM STEVENSON.

DIRECTORS :

ROBERT H. SAYRE,
CHARLES HARTSHORNE,
VICTOR E. PIOLLET,
GARRETT B. LINDERMAN,
WILLIAM H. SAYRE,
ROBERT LOCKHART,

JAMES I. BLAKSLEE,
HOWARD ELMER,
ELISHA A. HANCOCK,
FREDERIC MERCUR,
WILLIAM STEVENSON,
JOHN B. GARRETT.

ANNUAL REPORT

OF THE

Pennsylvania and New York

CANAL AND RAILROAD COMPANY.

JANUARY 12th, 1885.

The total coal tonnage for the fiscal year ending November 29th, 1884, was:—

Anthracite,	1,351,408 tons.
Bituminous,	302,100 "
Total,	<u>1,653,508 tons.</u>

An increase of 52,157 tons over the preceding year.

Of the total anthracite, 821,244 tons were received from the Lehigh Valley Railroad.

The earnings and expenses for the year were as follows:—

FROM	
Transportation of coal,	\$1,258,644 03
“ freight,	603,030 67
“ passengers,	224,788 81
“ express and mail,	18,313 57
Miscellaneous,	46,560 53
	<u>\$2,151,337 61</u>
Less operating expenses,	1,541,793 74
Leaving net receipts,	<u>\$609,543 87</u>

The above net earnings will, after providing for State and other taxes, interest on bonds, interest on floating debt, &c., enable the Directors to declare a dividend of seven per cent. to apply to the arrearages on the preferred stock.

In order to protect and control the business which we have been receiving in consequence of our connection with the State Line and Sullivan Railroad Company's railroad, extending from Monroeton, near Towanda, to the coal mines of that company at Bernice, we leased their railroad for a term of fifty years from May 1st last. The business of the road has been constantly increasing, and the lease is considered a satisfactory one.

With the view of continuing the line so as to reach the large timber tracts on the west side of the Susquehanna river, and to which we have before called attention, we secured during the year the charter of a company called the Loyalsock Railroad Company, which will extend from Bernice southward. This road is now being located and will be constructed as early as possible.

During the year we have expended upon the construction account \$483,851.81, the building of a connection with the Erie and Wyoming Valley Railroad at Lackawanna Junction contributing the most important item.

With the view of simplifying the accounts as well as to reduce our indebtedness for advances made necessary by the large expenditures for improvements and investments, we have sold our coal and freight cars to the Lehigh Valley Railroad Company for the sum of \$1,230,175.61.

The Hon. Harry E. Packer, a Director of the Company, died on the 1st of February last. In our last annual report it was our sad duty to report the death of our late President, his only brother. These continuing losses of our near friends and associates can but fill us with emotions of the deepest sorrow.

For further particulars as to the operations of the road, attention is called to the report of the General Superintendent herewith submitted.

By order of the Board.

ELISHA P. WILBUR,
President.

OFFICE OF THE GENERAL SUPERINTENDENT
 PENNA. AND NEW YORK CANAL & R. R. Co.,
 SAYRE, PA., November 30th, 1884.

E. P. Wilbur, Esq., President,

SIR:—I herewith submit the following report of the operations of the Pennsylvania and New York Canal and Railroad Company, for the fiscal year ending November 30th, 1884.

COAL TONNAGE.

The total amount of coal transported during the year was 1,653,508 $\frac{11}{10}$ tons, an increase of 3 $\frac{26}{100}$ per cent. over the previous year. The following tables give the details of production and distribution compared with the previous year:—

NOTE.—In the tables below, figures in italics indicate decrease.

TOTAL COAL TONNAGE FOR 1884, COMPARED WITH THE PREVIOUS YEAR.

	1883.		1884.		INC. OR <i>Decrease.</i>	
	TONS.	CWT.	TONS.	CWT.	TONS.	CWT.
Anthracite,	1,262,784.18		1,351,408.15		88,623.17	
Bituminous,	338,565.19		302,099.16		<i>36,466.03</i>	
Total,	1,601,350.17		1,653,508.11		52,157.14	

Percentage of increase in total coal tonnage, .031 $\frac{26}{100}$.

The anthracite tonnage was derived from the following sources:—

REGIONS.	1883.		1884.		INC. OR <i>Decrease.</i>	
	TONS.	CWT.	TONS.	CWT.	TONS.	CWT.
Wyoming,	1,099,463.00		1,188,458.03		88,995.03	
Hazleton,	38,440.04		35,270.04		<i>3,170.00</i>	
Beaver Meadow,	1,347.05		2,811.12		1,464.07	
Mahanoy,	53,878.18		50,211.15		<i>3,667.03</i>	
State Line and Sullivan, . . .	69,655.11		74,657.01		5,001.10	
Total,	1,262,784.18		1,351,408.15		88,623.17	

Percentage of increase in anthracite tonnage, .071 $\frac{92}{100}$.

And was distributed as shown by statement below :—

DISTRIBUTION.	1883.		1884.		INC. or Decrease.	
	TONS.	CWT.	TONS.	CWT.	TONS.	CWT.
On Line of Road,	35,347.16		40,272.00		4,924.04	
Montrose Railway,	5,182.13		5,246.00		63.07	
Southern Central R. R.,	182,038.19		195,094.19		13,056.00	
Geneva, Ithaca & Sayre R. R.,	431,757.06		393,376.09		38,380.17	
Erie R. R., Junction Shipments,	1,197.12		11.12		1,186.00	
Erie R. R., Third rail,	511,834.08		569,693.11		57,859.03	
Watkins, Direct,	25,066.08		28,558.14		3,492.06	
D., L. & W. R. R. (Waverly),	486.16				486.16	
(L. & B. Jc.),	2,080.10		10.06		2,070.04	
Lehigh Valley R. R.,	11,838.07		62,378.10		50,540.03	
For use of Company,	55,954.03		56,766.14		812.11	
Total,	1,262,784.18		1,351,408.15		88,623.17	

The sources of supply and distribution of the bituminous tonnage was as follows :—

	1883.		1884.		INC. or Decrease.	
	TONS.	CWT.	TONS.	CWT.	TONS.	CWT.
Towanda Coal Company,	193,668.00		160,234.01		33,433.19	
Schraeder Coal, "	109,714.00		79,588.05		30,125.15	
Long Valley Coal, "	33,624.01		58,790.19		25,166.18	
N. Y., L. E. & W. R. R. Co.,			1,999.06		1,999.06	
N. Central R. R. (Gas Coal),	1,559.18		1,487.05		72.13	
Total,	338,565.19		302,099.16		36,466.03	

Percentage of decrease in bituminous tonnage, $10\frac{77}{100}$.

DISTRIBUTION OF BITUMINOUS COAL.

	1883.		1884.		INC. or Decrease.	
	TONS.	CWT.	TONS.	CWT.	TONS.	CWT.
On Line of Road,	4,679.10		4,102.02		577.08	
To Southern Central R. R.,	52,066.18		39,624.15		12,442.03	
To G. I. & S. R. R.,	23,675.07		19,147.15		4,527.12	
To N. Y., L. E. & W. R. R.,	194,376.05		160,421.02		33,955.03	
To N. Y., L. & W. R. R.,	15,112.10		27,948.15		12,836.05	
To L. V. R. R.,	39,103.09		40,252.11		1,149.02	
Used by Company,	9,552.00		10,602.16		1,050.16	
Total,	338,565.19		302,099.16		36,466.03	

ANTHRACITE AND BITUMINOUS COAL.

Tons carried one mile:—

	1883.	1884.	INC. or Decrease.
	TONS.	TONS.	TONS.
Anthracite,	109,342,485.15	115,722,747.85	6,380,262.70
Bituminous,	9,034,607.64	8,328,976.16	705,631.48
Total,	118,377,092.79	124,051,724.01	5,674,631.22

We have hauled over the New York, Lake Erie and Western Railroad, during the year with our own engines, from Waverly to Buffalo and intermediate points, 379,678 $\frac{3}{10}$ tons. The balance reported as delivered to the New York, Lake Erie and Western Railroad was taken from Waverly by their own power.

The amount of anthracite coal transported in box cars during the year, was 157,655 $\frac{9}{10}$ tons, a decrease of 80,484 $\frac{6}{10}$ tons or 33 $\frac{80}{100}$ per cent. The amount so carried was 11 $\frac{67}{100}$ per cent. of our anthracite tonnage.

FREIGHT.

The total amount of freight, exclusive of coal, transported over the road during the year, was 844,149 $\frac{51}{100}$ tons, as against 950,516 $\frac{41}{100}$ tons during the previous year, a decrease of 11 $\frac{26}{100}$ per cent. The number of tons carried one mile was 69,804,284 $\frac{46}{100}$, a decrease of 10 $\frac{82}{100}$ per cent. from the previous year. The average rate per ton per mile on all freight transported during the year was $\frac{86}{100}$ of a cent, a decrease of $\frac{06}{100}$ of a cent from the previous year. The total tonnage of our road, including anthracite and bituminous coal and general freight, was 2,497,658 $\frac{06}{100}$ tons, a decrease of 54,208 $\frac{52}{100}$ tons.

PASSENGER.

The total number of paying passengers carried on the road during the year, was 318,752, equal to 9,735.517 carried one mile, an increase over last year of 15 $\frac{4}{10}$ per cent. in number of passengers and .07 $\frac{43}{100}$ per cent. in passengers carried one mile. Of the above

number of passengers carried on the road 45,748 were through passengers.

The gross receipts for passengers carried show an increase of $12\frac{53}{100}$ per cent., compared with the previous year. The average rate per passenger per mile was $02\frac{46}{100}$ cents, as against $02\frac{55}{100}$ cents in 1883, and $02\frac{56}{100}$ cents in 1882.

TELEGRAPH.

Our telegraph line has been kept in good condition during the year, and the line from Bernice to Towanda, leased with the State Line and Sullivan Road, has been extended to Sayre.

EQUIPMENT.

About the last of November all our house cars, gondolas, flats, and coal cars, also ten new stock cars, were sold to the Lehigh Valley Railroad Company. The balance of our stock cars, as reported last year, being unfit for further service, were transferred to the service department, and will be used as gravel cars exclusively on our own road. We have purchased two heavy freight engines, built at Hazleton shops, completing our order of January, 1882. Also three second-hand engines from the State Line and Sullivan Railroad Company, and one light yard engine from the Union Iron Works, Buffalo, increasing our locomotive equipment six, as compared with last year. Our power has been well kept up, and is in good working order. We have also purchased from the State Line and Sullivan Railroad Company two second-class passenger cars and two second-class combination cars for use on the State Line and Sullivan Branch. We have also built, during the year, four 4-wheel caboose cars and one 4-wheel shop truck, which leaves our equipment at this date as follows:—

	Last Rep.	Increase.	Decrease.	Total Now.
Locomotives,				
Passenger cars,	79	6		85
Combination cars,		2		2
Gravel cars,		2		2
Service cars,	88			88
Wreck and tool cars,		97		97
Eight-wheel caboose cars,	5			5
Four-wheel caboose cars,	7			7
Four-wheel shop trucks,	25	4		29
	9	1		10

TRACK.

On the 1st of May last we took possession, under lease, of the State Line and Sullivan Road from its junction with the Barclay Road, at Monroeton, to Bernice, a distance of about twenty-four miles. This has all been relaid with new steel rails, and the old wooden bridges will all be replaced by new iron ones by the 1st of January next. The total length of track now laid and in use on main line, sidings, and branches, is $343\frac{24}{100}$ miles, an increase of $47\frac{37}{100}$ miles over that of last year, classified as follows:—

Main Line, Wilkesbarre to New York State line,	104.30
Second track, in use as such,	102.15
Sidings,	58.83
Waverly and State Line Railroad and sidings,	2.48
Branch and sidings connecting with G. I. & S. R. R.,	4.57
“ “ “ “ Southern Cent. R. R.,	4.82
“ “ “ “ Barclay Railroad,	3.19
“ “ “ “ N. Y., Lack. and W. R. R.,27
Sidings at Waverly,39
“ Elmira,64
“ Hornellsville,	1.68
“ Sayre Shops and Round House,	4.90
Pleasant Valley Branch and sidings,	9.51
West Pittston Branch and sidings,	10.67
Branches to coal breakers south of L. & B. Jn.,	7.27
State Line and Sullivan Branch and sidings (leased),	27.57
Total miles,	<hr/> 343.24

The second track has been laid, and is now in use as such over the entire road, with the exception of about two miles around the Vosburg tunnel. Our main tracks are all laid with steel rails, and have been maintained in good condition. The change in the Pleasant Valley Branch from L. & B. Junction, which includes the connection with the new Eric and Wyoming Valley Railroad, is nearly completed, and will be put into service as soon as the bridge over the Delaware, Lackawanna and Western can be finished. This bridge will take the place of and throw out of service the present wooden one now in use on the Pleasant Valley Branch across the Lackawanna river, and will also dispense with the track between this bridge and the present grade crossing of the Delaware, Lackawanna and Western tracks. The following materials have been

used in repairs and construction of track during the year, viz.: Seventeen thousand two hundred and sixty steel rails, two hundred and three frogs, fourteen hundred and one kegs of spikes, one hundred and sixty-one thousand four hundred and seventeen cross ties, and forty-eight thousand nine hundred and six lineal feet of switch ties. Our West Pittston Branch has been extended $2\frac{98}{100}$ miles to the Maltby Breaker.

BRIDGES AND BUILDINGS.

Our bridges are all in good condition, and are likely to require no repairs except gradual renewal of ties and repainting of the iron work. The new foundry at Sayre was completed, and has been in operation for some months, with very satisfactory results. The new car repair shop, one hundred and forty by two hundred and sixteen feet, is already in use, and will soon be completed and ready for such machinery as it may be desirable to place in it. Work on the Vosburg tunnel has not been driven as rapidly as was desirable, owing to unexpected difficulties in supporting the roof. The headings were driven through early in July, and it was found necessary to arch at least a great portion of it. This work is now being pushed as fast as can be done with safety and economy. We have built during the year a new and substantial brick station at Falls. Also a new freight depot at Towanda, with accommodations for the passenger business of the State Line and Sullivan Railroad trains. Also have the brick work done for a new forwarding office at Coxton, in connection with the new yard, with fire-proof vaults for the safe keeping of all papers connected with the business of the station. It will be ready for occupancy in a very few weeks.

Work on the Tift farm, at Buffalo, has been continued during the summer. A stocking trestle, with a capacity of about one hundred thousand tons, has been completed with a tunnel track under it for reloading into cars. The first canal has also been completed, together with the docks on either side, giving us a total dock front ready for service of six thousand feet, with a depth of water of sixteen feet. We have also increased our tracks on the Tift farm, in connection with the Buffalo Creek Road, and the Tift farm improvements, to a total of $7\frac{35}{100}$ miles, to furnish standing room for

our coal cars and other business. Work on the terminal, known as the Lehigh Valley Railway, in Buffalo, has been pushed steadily forward. A connection was made with the Erie tracks, near Smith street, and on the 6th of October last we commenced running our own freight trains into our own depot at Washington and Scott streets. We expect to have the bridges completed and tracks laid to the city line by the 1st of January. This will enable us to connect with the Erie tracks outside of the city and east of their yard, which will greatly facilitate the movement of cars and avoid serious delays.

Respectfully submitted,

WM. STEVENSON,
General Superintendent.

REPORT

OF THE

Lehigh Valley Coal Company.

OFFICERS
OF THE
Lehigh Valley Coal Company.

PRESIDENT,
ELISHA P. WILBUR.

VICE-PRESIDENT,
CHARLES HARTSHORNE.

TREASURER,
ISRAEL W. MORRIS.

SECRETARY,
JOHN. R. FANSHAWE.

GENERAL SUPERINTENDENT,
FREDERIC MERCUR.

GENERAL COAL AGENT.
WILLIAM H. SAYRE.

WILKESBARRE, PA., November 30th, 1884.

E. P. Wilbur, Esq., Prest.,

DEAR SIR:—The following is a condensed report of the operations of the Lehigh Valley Coal Company, for the year ending November 30th, 1884, as compared with previous years:—

	1884. TONS.	1883. TONS.	1882. TONS.
Amount of coal produced by collieries owned and operated by the Company,	1,422,961	1,551,196	1,397,710
Amount of coal shipped by tenants of the Company and from lands controlled by it, . . .	<u>1,632,094</u>	<u>1,645,505</u>	<u>1,633,203</u>
Total shipments by this Company and from property owned or controlled by it,	3,055,055	3,196,701	3,030,913

The above tonnage was mainly transported to market by railroads owned or controlled by the Lehigh Valley Railroad Company.

During the year the Company purchased the lands and collieries owned by the Spring Mountain Coal Company, which had previously been held under lease by us, and the tonnage produced is included in the above figures.

The Company also purchased about 45,000 acres of timber and bituminous coal land, known as the Snow Shoe property, situated in Centre County, Pa., and since the date of purchase (June 1st), the following shipments have been made:—

Coal,	38,106	tons.
Coke,	11,268	"
Timber,	5,769,465	feet.
Box Bolts,	50 $\frac{1}{4}$	cords.
Bark,	21 $\frac{7}{8}$	tons.

Respectfully,

F. MERCUR,

Gen'l Supt.

